

LETTERS FROM THE CAPITAL.

WASHINGTON, April 5, 1852.

Verily it is a curious thing to have one's serious, long-settled opinions, or pleasant, perturbed fancies, suddenly rebuked, reversed, unsettled, overturned, scattered, and set at naught. Such an utter and unlooked-for revolution has been wrought in my mind by the reading of an able article in the last number of the *Washington Review*, on Mary Stuart. I confess I had to have been one of the blind and wilful worshippers of this fair, sad-fated princess—sovereign not of Scots alone, but of the queen universal of love and beauty, trebly crowned by royalty, loveliness, and misfortune—this regal sorcery, who bewitched the queen of our day—her who played on the broad stage of state, with the world for an audience, so fearlessly yet fatally, her own passionate and improved role, tragedy on tragedy, to its dark and bloody finale—to her who so well presents to our admiring homage the great poet's grand and gay, sweet and sorrowful creations. Adieu.

GRACE GREENWOOD.

LETTER FROM CINCINNATI.

The Canal at the Falls of the Ohio—Maine Liquor Law in Ohio—Roman Catholic Population in Cincinnati—River—Business—Populace, &c.

CINCINNATI, March 25, 1852.

To the Editor of the National Era:

We, in the West, are glad to hear that the improvement of the Ohio at the Falls is receiving some attention from Congress, and that there is now a prospect of something being done in a matter which concerns vitally the interests of the entire West. Mr. Dimsey, the Representative from this district, brought a bill before the House some weeks since, and urged the matter until, as we understand, the Committee on Roads and Canals have determined that the wants of commerce require two canals around the Falls, and will report a bill for the construction of a canal on the Indiana side, the enlargement of the present canal, both free from toll. Mr. Chase, it is stated, has presented a memorial from 4,000 of our citizens on the subject in the Senate, and the proper committee having given it a full examination, will report a similar bill. This is encouraging; and it is to be hoped that a bill giving the action asked will be passed this session. The Kentucky delegation will very likely appear now as the Louisville Canal Company and citizens generally wish only a purchase by the Government of the stock in the present canal, which any intelligent man can see, on a little reflection, would be entirely insufficient to meet the existing evils.

At an early period of the session, the Committee of the upper Ohio have felt the Falls to be an impediment; as it grew, the present canal and locks were built, and considered sufficient for all emergencies—few then having the sagacity to foresee the very rapid growth and vast extent of the western commerce. That the system was a failure, and that the great majority of the western steamers which plough our waters from Pittsburgh to St. Louis and New Orleans. The Ohio is the great central artery of the West, and its uninterrupted navigation is indispensable to our commerce. The present canal is the only permanent obstruction to a free communication between the Northwest and Southwest; and nothing will satisfy us but a canal ample enough to float the largest steamers at all seasons, and made as free as the Ohio itself, and would not be a canal to be expected by at least the whole Northwest, with great unanimity.

There is no little stir in our State at this time in regard to the passage of a "Maine Liquor Law" by the Legislature, and petitions are being sent to Congress, and even to the President, and a law to uphold slavery, the passage of such a law. The temperance men generally go for it, and all interested in the traffic, however indirectly, are making all the opposition they can to a law of any kind. Some papers, among the *Daily Enquirer* and *Standard*, and even *the Cincinnati Enquirer*, are so far from being in favor of the passage of such a law, as to be in favor of the repeal of the same. The temperance men, taking away the property, and regulating their morals, denying the trial by jury, invading personal rights, &c. These watchful guardians of the rights of the people were too kind to perceive, or too cowardly to denounce in anything like such a style, the iniquitous provisions of the "Fugitive Law," its mockery of impartial justice, denial of jury trial, its virtual denial of benefit from writ of *habeas corpus*, or its other flagrant violations of the safeguards of the Constitution. A law to uphold slavery, however unjust, is to be submitted to without discussion—a law to restrain temperance is to be dissected, sifted, exposed, and any other law on the subject at all, totally opposed! As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

that the springs from which her genius first drank have not failed, but gladden, refresh, and sustain it still.

In regarding Miss Cushman, I cannot pay all tribute to the genius and art which have won her such distinction; for the tireless energy, the will, the courage, the indomitable perseverance of the woman, claim yet more of my admiration. She has built, block by block, the structure of her own fame and fortunes; and has laid her own hands on the stones of difficulty; has herself bridged all the chasms and floods which lay in her path. And for this I honor her.

Well, I have made a long leap from Mary Stuart to Charlotte Cushman—from the actress-queen of our day to the actress-queen of our day—her who played on the broad stage of state, with the world for an audience, so fearlessly yet fatally, her own passionate and improved role, tragedy on tragedy, to its dark and bloody finale—to her who so well presents to our admiring homage the great poet's grand and gay, sweet and sorrowful creations. Adieu.

GRACE GREENWOOD.

The Canal at the Falls of the Ohio—Maine Liquor Law in Ohio—Roman Catholic Population in Cincinnati—River—Business—Populace, &c.

CINCINNATI, March 25, 1852.

To the Editor of the National Era:

We, in the West, are glad to hear that the improvement of the Ohio at the Falls is receiving some attention from Congress, and that there is now a prospect of something being done in a matter which concerns vitally the interests of the entire West. Mr. Dimsey, the Representative from this district, brought a bill before the House some weeks since, and urged the matter until, as we understand, the Committee on Roads and Canals have determined that the wants of commerce require two canals around the Falls, and will report a bill for the construction of a canal on the Indiana side, the enlargement of the present canal, both free from toll. Mr. Chase, it is stated, has presented a memorial from 4,000 of our citizens on the subject in the Senate, and the proper committee having given it a full examination, will report a similar bill. This is encouraging; and it is to be hoped that a bill giving the action asked will be passed this session. The Kentucky delegation will very likely appear now as the Louisville Canal Company and citizens generally wish only a purchase by the Government of the stock in the present canal, which any intelligent man can see, on a little reflection, would be entirely insufficient to meet the existing evils.

At an early period of the session, the Committee of the upper Ohio have felt the Falls to be an impediment; as it grew, the present canal and locks were built, and considered sufficient for all emergencies—few then having the sagacity to foresee the very rapid growth and vast extent of the western commerce. That the system was a failure, and that the great majority of the western steamers which plough our waters from Pittsburgh to St. Louis and New Orleans. The Ohio is the great central artery of the West, and its uninterrupted navigation is indispensable to our commerce. The present canal is the only permanent obstruction to a free communication between the Northwest and Southwest; and nothing will satisfy us but a canal ample enough to float the largest steamers at all seasons, and made as free as the Ohio itself, and would not be a canal to be expected by at least the whole Northwest, with great unanimity.

There is no little stir in our State at this time in regard to the passage of a "Maine Liquor Law" by the Legislature, and petitions are being sent to Congress, and even to the President, and a law to uphold slavery, the passage of such a law. The temperance men generally go for it, and all interested in the traffic, however indirectly, are making all the opposition they can to a law of any kind. Some papers, among the *Daily Enquirer* and *Standard*, and even *the Cincinnati Enquirer*, are so far from being in favor of the passage of such a law, as to be in favor of the repeal of the same. The temperance men, taking away the property, and regulating their morals, denying the trial by jury, invading personal rights, &c. These watchful guardians of the rights of the people were too kind to perceive, or too cowardly to denounce in anything like such a style, the iniquitous provisions of the "Fugitive Law," its mockery of impartial justice, denial of jury trial, its virtual denial of benefit from writ of *habeas corpus*, or its other flagrant violations of the safeguards of the Constitution. A law to uphold slavery, however unjust, is to be submitted to without discussion—a law to restrain temperance is to be dissected, sifted, exposed, and any other law on the subject at all, totally opposed! As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

As to the merits of the question, it seems inexcusable to expect just such a law, as that of Maine in this State. It may have worked well there, but in the extent of the manufacture and some circumstances of the traffic, we are differently situated, and several of the provisions of the Maine law, if enacted, would be a hindrance to the traffic, and they would not be sustained by public sentiment, except in some very thorough temperance districts, where there is little capital involved in the trade, and would never be carried into operation. A law less stringent in its provisions, and less onerous to the traffic, might be passed, which would be backed by the same public opinion which so triumphantly at the time of the adoption of the new Constitution voted against all license of the traffic by the State, and would result in good.

T. Thompson's valuable collection of pictures, worth \$45,000, was destroyed. King, the artist, lost his beautiful portrait of Webster, and other valuable paintings and works of art belonging to different tenants were destroyed. The building adjoining on the south side was completely smashed by the falling walls.

THE MAINE LAW IN PENNSYLVANIA.—*Philadelphia, March 31.*—The Pennsylvania Senate has today passed a bill prohibiting the sale and manufacture of liquors, by a vote of seventeen to fifteen.

NEW HAMPSHIRE ELECTIONS.—Returns from all but one town of the vote for Governor, show the following result: Martin, 30,606; Sawyer, 20,015; Atwood, Free Soil, and scattering, 9,490. Majority for Martin 11,011. Martin's plurality over Sawyer, 10,591. Only two Whigs, we believe, are elected to the Senate. The Patriot claims a Democratic majority in the House of 25.

CONGRESSIONAL PROCEEDINGS.

THIRTY-SECOND CONGRESS—FIRST SESSION.

SENATE.

FRIDAY, APRIL 2.

On motion of Mr. Hunter, the consideration of the private calendar was postponed till one o'clock.

Mr. Hunter, from the Committee on Public Buildings, in obedience to a resolution of the Senate instructing it to examine and report upon the sufficiency of the foundations for the erection of the wings of the Capitol, &c., and to report the result to the Senate, made a report, which was ordered to be printed.

It shows fully the sufficiency of the foundation.

Mr. Hunter, from the same committee, reported back the joint resolution providing for a continuation of the work on the Capitol, with a recommendation that the amendment made thereto by the House, increasing the appropriation to \$500,000, be concurred in.

The resolution of Mr. Burdick, calling upon the President to communicate to the Senate the force and object of the naval expedition to the Indian Ocean, particularly to the coast of Japan, coming up in order.

Mr. Burdick asked if it were now considered, would it interfere with or postpone the private calendar?

The Chair said that unless the resolution were disposed of before the time specified for the consideration of private bills, those bills would not be taken up.

The Senate then proceeded to the consideration of the bills on the private calendar.

The bill for the relief of John W. Smontom was taken up, by debate by Messrs. Mallory and Badger, in its favor, and by Messrs. Bayard and Adams, in opposition.

Mr. Bayard, in opposition of Mr. Bayard, indefinitely postponed.

The Senate then, on motion, adjourned till Monday.

MONDAY, APRIL 5.

Mr. Davis presented the resolutions of the Legislature of Massachusetts, asking approval to remove obstacles in certain harbors of that State.

Mr. Davis also presented the memorials of merchants and ship-owners of New York and Boston, praying that Congress would establish no more lines of steamers, because such policy was injurious to the private commercial marine.

The joint resolutions upon the subject of non-intervention were taken up, and on motion of Mr. Mason were postponed till to-morrow.

A bill to remedy the defects of the imperfect census returns for California was taken up.

According to the present returns California loses one member, and South Carolina gains one for a white family.

Mr. Geyer moved an amendment, allowing South Carolina a member for the fraction, and gives California one.

Messrs. Badger, Badger, Geyer, Gwin, and Seward, advocated the amendment, and Messrs. Davis, Adams, Hale, and Davis, opposed it; and without taking the question, the Senate adjourned.

TUESDAY, APRIL 6.

The Chair laid before the Senate communications from the Secretaries of War and the Navy, in reply to resolutions calling for information.

Mr. Douglas presented a petition of Henry O'Reilly, praying to establish a line of telegraph from the Pacific coast to the Pacific Ocean, provided Congress will, by a proper disposition of its military posts, afford it suitable protection.

Mr. Wade presented petitions praying that Congress would adopt certain measures to protect the rights of the colored people.

Mr. Burdick introduced a bill to establish a daily mail from Louisville to New Orleans, by the Ohio and Mississippi rivers, and to supply the intermediate points.

The resolutions re-affirming the policy of non-intervention were taken up, and Mr. Mason addressed the Senate in their support.

HOUSE OF REPRESENTATIVES.

FRIDAY, APRIL 2.

time Mr. Stanley contending that Mr. Southworth had not regularly obtained the floor, when he moved the resolution; but his objection was overruled by the Chair.

Mr. Stanley insisted upon his motion for the previous question, which prevented the resolutions or amendment being reported.

Mr. Fowler moved to lay the original resolution on the table; but subsequently withdrew his motion, Mr. Stanley having moved for the yeas and nays, upon a motion for the call of the House.

The yeas and nays having been taken, Mr. Stanley's motion was negatived—yeas 88, nays 89.

The motion to lay the resolution on the table having been renewed, the yeas and nays were ordered, and the motion was negatived—yeas 79, nays 102.

Mr. Jackson moved that the sense of the House be taken on his motion for the previous question, and tellers having been appointed, it was ordered that the yeas and nays be taken.

Mr. Hillier then submitted his resolution, which stated in general terms that the Committee measures should be considered as an adjustment and permanent settlement, and that it should be maintained as such; and moved that the yeas and nays be taken.

Mr. Ayer, of Virginia, moved to lay the resolution and amendment upon the table; and the yeas and nays having been ordered, the motion was negatived—yeas 78, nays 104.

The sense of the House was then taken by the yeas and nays, and the motion for the previous question, as to the amendment, which was sustained—yeas 97, nays 61.

The yeas and nays were then ordered as to the main question being put, which was carried—yeas 97, nays 61.

Mr. Ayer renewed his motion to lay the resolution and amendment on the table, when the yeas and nays were again ordered, and the motion was negatived—yeas 74, nays 102.

The main question on the amendment was then put, and the yeas and nays having been ordered for the sixth time, it was carried—yeas 102, nays 74.

On the Speaker being about to take the sense of the House on the original resolution, it was contended by Mr. Marshall, of Kentucky, that it was divisible, as that portion of it which applied to the compromise of the Constitution was separable from the rest, which applies to the carrying out the Fugitive Slave Law.

The Speaker decided that the resolution was not divisible. This decision was appealed against; but the appeal was laid on the table.

The original resolution as amended was carried—yeas 102, nays 65.

The House then adjourned.

TUESDAY, APRIL 6.

Mr. Walsh presented a memorial from Henry May, professor of law in the United States Circuit Court for the District of Columbia, and asking a change of venue in the case of *Dunsmuir vs. Captain Wilkes*.

The House resumed the consideration of the motion to reconsider the vote by which the State bill on enforcement discipline and promote good conduct in the Navy of the United States, was rejected.

Mr. Stuart opposed the bill, giving his reasons therefor: when the vote by which the bill was rejected was reconsidered.

Mr. Milligan gave notice of a substitute.

From the Friend of Youth.

LITTLE PETER, THE STOLEN BOY.

"Start up the fire, Peter, and put on the kettle, for mother is so tired," said a poor colored woman, known to some of the inhabitants of B— by the name of Polly, as she entered her humble home after a hard day's work for a rich white family.

"Have you all been good to-day?" she asked, as she seated herself on a low chair, and three little children, younger than the boy who was busy with the fire, gathered around her.

"Yes, mother, all day," was the general answer.

"How glad I am to hear it; for I'm always troubled about you when I'm gone so long, and I could hardly bear it if you weren't so trusty. Peter, I will give you always be good to mother."

"I will," promptly replied the boy; "and when I'm large enough to do housework, I'll wash, wash, all day, till you're so tired. Coachmen have good wages, and I shall save all mine for you. But, mother, one of those men you washed for at the hotel has been here for some time, and he would not let me go, for a little while, up the lakes—to black their boots, take care of their baggage, and do such things. They'll give me four dollars a month. I shouldn't have much work, and should have a fine time on the steamboats. But I didn't much think you could spare me—could you, mother?"

"Who'd take care of the children? I should miss you more than I can tell. When is the man coming again?"

"In the morning," he said. He wanted you to go with them, and stay a while. A Wednesday, you'll see them, and a Wednesday, father did, you won't have to go so hard—wash, wash, all day, till you're so tired. Coachmen have good wages, and I shall save all mine for you. But, mother, one of those men you washed for at the hotel has been here for some time, and he would not let me go, for a little while, up the lakes—to black their boots, take care of their baggage, and do such things. They'll give me four dollars a month. I shouldn't have much work, and should have a fine time on the steamboats. But I didn't much think you could spare me—could you, mother?"

"Who'd take care of the children? I should miss you more than I can tell. When is the man coming again?"

of home-sickness, the poor boy was carried, whether he knew not, by men whom he had never seen before, to a distant land. At last, as they went on board a steamboat at Cincinnati, the poor boy, who had been so long in the hands of his captors, was carried to a distant land. At last, as they went on board a steamboat at Cincinnati, the poor boy, who had been so long in the hands of his captors, was carried to a distant land.

What can he do? He has no money, no friend; he knows not the way of return to his home. The lost steps at Louisville, where he has learned from his poor, escaped slave, what can he do? He has no money, no friend; he knows not the way of return to his home. The lost steps at Louisville, where he has learned from his poor, escaped slave, what can he do?

The next morning explained all. One of the gamblers was sitting in the bar-room of an inferior hotel, busy with a newspaper; two or three men in plain, farmer-like appearance were talking together in low voices, and the market; and Peter, in an obscure corner, was drawing up his long, thin, and weary patient limbs, and little sisters at their feet, when a man of hard features and rough exterior entered, with a brisk business air.

"Good morning," he said, "and without waiting for an answer, 'I say in today's paper that a boy named Peter, who was stolen from his mother, is for sale, and as I'm getting up a lot for market, I'll look at him. Is that the fellow?' pointing to Peter."

"That's the boy. Stand up, Peter," Peter obeyed, but with faintness and trembling. His senses nearly forsook him.

"All right," shouted the gambler, "show yourself!"

As the trader approached him and took hold of his arm to feel his muscles, the blood came again to his heart, and he summoned courage to protest.

"I am no slave. I am not his. He cannot sell me!"

"He'll sneer the trader: 'a new trick; always have something; don't want to go down river.'"

At the same time the gambler again shouted, with an oath—

"He's a blubbering!"

But there was something in the look and manner of the boy that raised a suspicion in the mind of one of the farmers sitting by.

The trader continued his examination, turning him around and throwing up his face to the light.

"How old is he?"

"Twelve years old last January," Peter answered for himself.

"Not answered like a slave boy—such an one seldom knows his age," thought the farmer, but he said nothing.

"Where were you raised?"

"I don't understand the question. He had never heard the word '